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Hongkong Daily Press.

ESTABLISHED 1857

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No. 14,907, 號七零百九千四萬一第 日五十二月二十年壹十三緒光 HONGKONG, FRIDAY, JANUARY 1st 1906. 五拜禮 號九十月正年六零百九千一英港香 PRICE, \$3 PER MONTH.



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General Managers.
Hongkong, 1st October, 1905. [a2771]

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WM. PARLANE, Manager.
Hongkong, 18th November, 1905. [47]

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Hongkong, 20th December, 1905. [a33]

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Hongkong, 1st January, 1906. [a34]

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Hongkong, 21st September, 1905. [2174]

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Hongkong, 16th December, 1905. [2844]

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Hongkong, 15th January, 1906. [213]

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MANAGER.
Hongkong, 24th July, 1905. [a2414]

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Hongkong, 29th September 1905. [2165]

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Hongkong, 17th January, 1906. [233]

BOARD AND RESIDENCE.

LARGE FRONT ROOM in Knutsford
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Hongkong, 16th January, 1906. [232]

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Furnished Bedrooms, every home comfort. Fine
View of the Harbour. Terms moderate.

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(late of "Tang Yuen.")

Hongkong, 27th June, 1905. [43]

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ALEXANDRA BUILDINGS.

130

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Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses, with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No correspondence signed communications that have
already appeared in other papers will be started.
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HONGKONG OFFICE: 10A, DES VEXES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 19th, 1906.

It is quite possible that the situation at Canton may be either less serious or more serious than we know at present; but in any event there must remain the anxiety best the assiduously encouraged and long wished-for railway scheme may be again set back. With this in mind—and it is too late in the day now to look for anybody who does not realise its almost supreme importance to this Colony, so we need not again dwell on it—we say somewhat at a guess to know just how to regard the exciting developments that our Canton Correspondent has been so faithfully chronicling for us. It were easy to harp on the notorious fallings of the Viceroy, but while there are many interested in foreign commerce who will rejoice if he is removed to a more distant sphere of labour, we cannot but recognise that to a certain extent and in his own way he is fighting our battles. We want to see South China keeping pace with North China in modern progress and advancement; we need efficient railway connection with Hankow as a preliminary step; and we know that if left to take their own time and to go their own way about it, the people of Kwangtung will keep us whistling for it a very long time indeed. Not that they do not want it themselves, for it would be stupid to suggest that they are any the less capable of foreseeing the benefits to be derived. The thought that occurs to us, however, on reading Viceroy Shun's proclamation, is that there may be a modicum of truth in his view of the matter. It is a possibility we are bound to consider. We know that he is a shrewd diplomat, particularly clever at stating a case, and that the

plausibility of his arguments may be a matter of cunning artifice rather than a reflection of truth. But we know also that no people can be expected to rejoice at taxation. We have been led to believe that the Chinese are accustomed to being taxed to the limit, and we naturally wish to conclude that such a demonstration as we have just witnessed at Canton has been provoked by the last straw in that connection. There is to consider, however, the change that has recently crossed the spirit of their dream. The Chinese people, for long accustomed to bend to the breeze, and to adjust themselves uncomplainingly to the yoke of government, have begun to talk and act like our own (foreign) peoples. They have been absorbing ideas on the subject of the inalienable rights of man, and demanding liberty, equality, and fraternity. The anti-American agitation is confined in defiance of official interdiction; evidently because they have learned to consider the ill-treatment of Chinese, not as an insult to their nation, but as an injustice to their race. If this theory be correct, official China (Manchu) has more trouble to face. The Cantonese, always the most independent kind of Chinese, are claiming the right of free speech. Vocal freedom, on tongues unaccustomed to it, may easily run to vocal licence. Viceroy Shun is advised that it has just done so. Our reports from Canton go to show that quite enough was said to startle officials of the old school, accustomed to unquestioning obedience to authority; or if not always obedient, at least freedom from overt defiance. Viceroy Shun's frequent allusions to "presumption," "arrogance," and so on, may be taken as sincere; he has not yet realised that the old order is changing. There is a good deal in his proclamation that is impressive, almost touching; if those portions were written with his tongue in his cheek, then they were composed with all the cunning of Bismarck's "Sentimental Tommy," and with all that gifted young hypocrite's insight into human nature. It appears that we are chiefly indebted to the nearness of the Chinese New Year for our present immunity from more embarrassing demonstrations; and we trust that the truce will permit of a settlement which will not dislocate business, and still permit of the railway scheme being pushed to a successful issue. So far as we can see at present, the official appointments already made, of directors, etc., should be rescinded, and the prospectus left to the merchants and guilds to see what they can do with it. According to our notions, the government grant or share-money might better be allocated from Peking, but even then the appointment of official representatives would be a thorny point. The Chinese distrust official fingers in such pies, and with good reason. Perhaps if China were to appoint a foreign Inspector-General of Railways, & to the Imperial Customs, the difficulties would be solved. Their ambition to recover all concessions would not be so much distracted in that event, and Chinese investors would be less timorous.

Some reviews, police news, and other matter will be found on page 5.

The German Mail of the 20th December was delivered in London on the 17th inst.

The St. Andrew's Society have arranged a Scotch concert for Saturday evening, 27th inst.

A wealthy man, Hsiao, in Kiangsi, having learned that the Government required money for military purposes, subscribed £1,000. He has been rewarded with high official rank.

Section A of Marine Lot 10 A, having a frontage to Queen's Road, was to have been sold by public auction by Messrs. Hughes and Hough yesterday afternoon, but the sale was postponed.

A series of lectures on "Home Nursing" will be given by Dr. W. V. M. Kook in St. Paul's College, on Fridays, at 5 p.m. The first lecture had been arranged for Friday, 26th January, but as this date will be a public holiday, it has been postponed to Monday, 24th January; succeeding lectures will be on Fridays.

The opening 1906 number of the *Yellow Dragon*, the Queen's College magazine, is an interesting one. The first article, on "Kwan Tai," is excellent; the second is a frivolous dissertation on *Pis domesticus*, which goes out of its way to be funny, and contains positive misstatements. There is also a good deal of interesting reprint.

The Waiwupu, the N.C. Daily News, has sent instructions to the Governor of Honan, to give protection and assistance to Li Teh (Little) the English concessionaire of a coal mine in Huai-ching prefecture, province of Honan, in response to the request of Sir Ernest Satow, who complains that the people of that place have been putting obstructions to the extending of the mining area, which according to the terms of the concession, the British concessionaire has the legal right to do.

Viceroy Chou Fu says the Taotai and magistrate and assistant magistrate of Shanghai did well, considering "they had no troops to suppress the riots."

By kind permission of Lt. Colonel C. H. U. Price, D.S.O., and officers 129th D.C.O. Battalion, the band of the regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 4 p.m.:—
Overture, "Romantic," Keler Solo.
Andante, "The Broken Melody," Van Riene.
Serenade, "I Masquerade," Verdi.
Selection, "Romances of England," Geoffrey Wainwright.
Lament, "The Goodbye Song," Mr. J. J. O'Connell.
Original Fantasia "Gipsy Life," Ch. Le Thier.

The *Peking and Tientsin Times* of January 6th says: Obstructive action having been taken by the local authorities at Huai-ching in Honan to the proper working of the coal mines there, the British Minister has required the Waiwupu to give instructions that this must be stopped. The Board of Commerce has decided that in future no extension of time will be allowed in the case of concessions which have not been opened up within the specified time, and the Waiwupu has been requested to notify the Foreign Ministers to this effect.

His Excellency Major Sir Matthew Nathan K.C.M.G., will distribute the prizes to the successful pupils in the Government District Schools to day at 11.30 a.m. The distribution will take place in the New Yumai School (near the Police Station). The school has been recently erected and completed in fulfilment of a promise made some three years ago by the Colonial Government of Hongkong to Mr. Ho Tung, when he generously handed over to the Government the present British School standing in Robinson Road, Kowloon. The Head Masters cordially invite the attendance of all interested in education.

Mrs. Johanna Atkins, widow of the late Dr. Atkins, has had her title to a certain piece of land confirmed by the Shanghai Supreme Court. It will be remembered that Dr. Atkins left his personal property to the London Mission, and appointed Ernest Box, an official of that Mission, one of the executors. Mr. Box was under the impression that Dr. Atkins had spoken of using this piece of land to build a missionary institution there; but it was not mentioned in the will, and numerous witnesses gave evidence that this land was a gift to Mrs. Atkins, and entrusted by her as a garden. The Mission did not oppose her claim to it, but were prepared to abide by the Court's order. The Court ordered the formal transfer of the land to her, with costs out of the estate.

The war of the boycott has been taken into the enemy's camp. At San Francisco it is the custom of the Pacific Mail Company to allow peddlers and other small dealers on board their China liners during the luncheon hour for the convenience of the Chinese sailors, firemen, cooks and waiters, who by reason of the Exclusion Act may not do their shopping ashore. When the *Manchuria* docked last month notices in Chinese were tacked all over the ship. These notices called the attention of the *Manchuria* crew to the existence of a boycott against American goods, and forbade them to buy any wares offered for sale on the liner's decks during her stay in the American port. The *Manchuria* Chinese crew followed the boycott to the letter, and the dealers abandoned their efforts to trade with them.

TEN DAYS WITHOUT NEWSPAPERS.

All the Chinese newspapers in Hongkong and Canton have suspended publication from to-day until the 28th inst., thus enabling their staffs to have a New Year holiday of ten full days. The fact apparently evokes no protest from the Chinese newspaper reading public who submit to the deprivation with a serenity unequalled by any other newspaper reading public in the world. The holiday in previous years, we believe, has not exceeded a week.

RACING NEWS.

The records of only four ponies were taken at the Happy Valley yesterday. They are:—
Mody's blk. sub. 1 m. 31, 1904; very good time, indeed.
S. H. Michael's grey (Orington up) was raced over a three-quarter mile distance for all he was worth in 36, 111, 35, 147, 45; a poor exhibition and rather disappointing.
Grafton went in company with Dorabjee's sub. Jan. 37, 119.

LETTING OF RACECOURSE BOOTHS.

At Happy Valley yesterday afternoon, Messrs. Hughes and Hough, auctioneers, offered for sale by public auction nineteen lots of Crown land for the erection thereon of race meeting booths. Many intending purchasers were present, and before the sale took place Mr. Hough announced that the prohibition against gambling on the race course was still in force, so that the auction would take place as formerly. Bidding in every instance was keen, and the purchasers of the lots, and the prices paid therefor, were as follows:—
Lots 1, 830; 2, 820; 3, 830, Mr. Ah Wong; 4, 830 and 5, 818, Mr. Leslie; 6, 817; Mr. Xavier; 7, 820, Mr. R. Bonadoni; 8, 820, Mr. Mau Yik Tong; 9, 821, and 10, 820, Mr. Ritchie; 11, 819, Mr. A. Ruzak; 12, 818, and 13, 821, Mr. Arata; 14, 818, Mr. Ho Chuk Wan; 15, 816, Mr. Li Wing Yee; 16, 813, Mr. Yu Tak Hung; 17, 810, Mr. Koo Sam; 18, 800, and 19, 800, Mr. Ah On.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE ELECTIONS IN GREAT BRITAIN.

LONDON, Jan. 17.
The election returns to date are:
Liberals 157
Nationalists 38
Unionists 52

LONDON, January 18th.
The latest election returns are:
Liberals 164
Labour 39
Nationalists 44
Unionists 75

THE NEW FRENCH PRESIDENT.

LONDON, January 18th.
M. Fallieres has been elected President of France.

THE ELECTIONS.

LONDON, January 18th.
Returns to date give 99 Liberals, 14 Labour, and 29 Unionists. Ministerial gains 50, Labour 11. In Bristol (South) Davies, the Liberal candidate, was returned by 7,964 to Tong's 5,272.

The Unionists apprehend a loss of two seats in Birmingham and a substantial reduction of Mr. Chamberlain's majority.

THE MOROCCO CONFERENCE.

LONDON, January 18th.
The Morocco conference will open to-day; the press regards prospects optimistically.

HOME RULE.

LONDON, January 18th.
The *Times* says that a new Irish organisation will spring up, uncompromisingly opposed to Mr. Redmond's parliamentary policy, which will proclaim a boycott of British imports, a prohibition to enlistment in the army or navy, and will discourage the use of the English language.

JAPANESE COMMERCE.

LONDON, January 18th.
The Japanese Minister in Santiago is devoting his attention to the exchange of Japanese manufactures for Chilean saltpetre.

THE SHANGHAI RIOT.

Peking, January 18th.
Regarding the Shanghai riot, Great Britain intends to demand an indemnity, but the Waiwupu strongly maintains that the Consular Body should be blamed, and it is believed that it will firmly oppose the British claim, when and if it is made.

CHINA LOOKING TO HER SOVEREIGNTY.

Peking, January 18th.
The Military Governor of Heilungkiang has telegraphed to the Peking authorities that Russia has worked five gold and silver mines in that province, taking advantage of the late war, and that these mines should be returned to China in the Sino-Russian negotiations. Panukusun (S), in 10 provinces, was leased to the Russians for ten years, which term has now expired. The Russians still maintain their troops there, however, and the Chinese Government has accordingly demanded that they shall evacuate.

THE OPENING OF TREATY TOWNS.

Peking, January 18th.
The Chinese Government formally notified the Foreign Ministers of the opening to foreign trade of the three cities of Chianfan, Wailien, and Choutan, in Shanghai, on the 10th inst.

THE RIOT AT KIACHTA.

Peking, January 18th.
At the beginning of this month, there was a riot at Kiachta and the Russian troops there joined with the rioters; in the disturbance the Chinese tea merchants were plundered to the extent of over £15,000 and the Russian merchants also suffered more or less. The Russian authorities have claimed from the Chinese Resident at Kulan (Urga) that, as the riot was caused by a Chinese mob, the loss of the Russian merchants should be made good by China. The Chinese, however, consider that the riot was caused by the Russian revolutionists at Kiachta. H.E. Chi Hong-chi (a member of the Finance Committee of the Grand Council) considers the Russian claim outrageous, and, after a conference with T.E. Na Tung and Lien Fang, the Waiwupu has replied protesting in strong terms against the Russian claim.

CHINESE LOSSES IN THE WAR.

CLAIM FOR COMPENSATION.
It is estimated by Japanese vernacular contemporaries that 20,000 Chinese were killed in Manchuria during the war, and damage to the extent of 10 million dollars is stated to have been sustained to Chinese property.
The Chinese Government intended to demand compensation for this loss from the Japanese and Russians, and it is reported that during the recent negotiations in Peking the Chinese plenipotentiaries hinted their intention to Baron Komura.
The Japanese representative pointed out the difficulty of establishing the responsibility of the parties, as it would be almost impossible to discriminate between the damage done by Japanese and by Russians. He declared that the Japanese Government would pay compensation for any damages that could be proved by evidence to have been done by the Japanese.
The Chinese plenipotentiaries finally decided to claim compensation from the Russian Government for the losses sustained by Chinese during the Vladivostok disturbance.

HONGKONG TO PEKING.

AN INTERESTING JOURNEY.

"Had a good time?" This, or something like it, was the invariable salutation to a Hongkong gentleman just returned from a journey over the newly-opened Lu-han Railway. So much interest has been taken locally in his travels, that a *Daily Press* representative was instructed to interview the returned traveller, and thus to answer the enquiries *en bloc*.
"Yes, it was a very interesting and I think instructive trip," he said. "I will say nothing of the familiar journey to Shanghai and Hankow by sea and river, except to mention that the river trip was more than usually pleasant. The new interest began at the Hankow terminus of the 'Ligne de Peking a Hankow,' division sud, of the Compagnie Imperiale des Chemins de Fer Chinois. Got that down?" he asked, with a twinkling eye.
"You encounter a good deal of French on this trip," he explained. "The line starts from the French Settlement at Hankow, the station being about five hundred yards behind the Aster House Hotel. And all the way along, at every station, everybody, including the Chinese, talks nothing but French. No English is spoken. The line, of course, was constructed by French and Belgian engineers, and I was told that they got a lot of assistants from the Jesuits. In the train, once or twice, I heard a French conductor saying a word or two of English, like 'sir' and 'somp' words which did not conduce to conversational brilliancy. It was November when I began the journey. We left Hankow at eight in the morning—Hankow Ville. There are three stations by the way, Han (the Chinese city) Hankow Ville, and Hankow Fluviale. Once entrained, there is nothing to be had to drink except water and Chinese tea, until Peking is reached. Not even aerated waters. Well, to get on. After running through the province of Hupeh for half the day, passing a station almost every twenty or thirty kilometres, we came to Kouang Choo. Perhaps you had better take a list of the stations for reference. I don't know that they have appeared in the press before. They are the figures represent the point kilometre (trigone)."

1 Han
9 Hankow Ville
9 Hankow Fluviale
22 Ninkow
42 Ki Kin Wan
61 San Kin Tan
74 Chiao Kan Sien
88 Tien Kin Kan
109 Hsia Yen
124 Wang Kin Tien
133 Kouang Choo
166 Tong Houtan Tien
180 Siu Tien
186 Li Kin Tsai
196 Lien Lin
218 Siu Yang Tsehou
241 Tsang Tai Kouang
257 Ming Kiang
274 Siu Chang Tien
294 Tseu Sang Sien
313 Tseu Ma Tien.

"You get to the last named place by the way, at about ten minutes past nine o'clock, French time-table. We changed train at Kouang Choo, and passed through the next station at 33 minutes past 13 or thereabouts. There was a semi-foreign hotel at Tseu Ma Tien, where the attendance was very good—boys from Shanghai who could speak a little English. Although the trains so far were very comfortable, the first-class cars having heating apparatus, and being comfortably upholstered in American cloth, I was quite glad to go to bed about twenty-three o'clock—I do not believe in late hours anyway, and I had to be up soon to catch the 7.5 a.m. train on the next stage to—"

330 Soui Ping Sien
338 Si Ping Sien
380 Yeung Tsehou Sien
408 Lin Yang Sien
434 Chai Tsehou
445 Ho Shung Kio
474 Siu Tsen Sien
488 Siu Tsouang
520 Tsen Tsehou,

where we were due at thirteen o'clock. The route ran through hilly, picturesque country, and it is on this stretch that there is the only tunnel on the whole line, a boring which takes about six or seven minutes to clear. The country all round (Hupeh and Houan) is given up to cotton culture. The various methods are primitive, such as have been followed for thousands of years, I suppose. Cotton growing has been greatly encouraged, I learned, by the making of the railway. It affords such excellent facilities for getting the crop to market. Unfortunately, the plants themselves are far from healthy; stunted, sickly, and the buds small. I suggested to a Canadian missionary up there that the introduction of fresh seeds from America might improve things, and he said he would try to get the Taotai to support a scheme for introducing these among the cultivators.

"Did you have any trouble with currency, such as other travellers speak of?"

"I did, indeed. It was a great trouble. In Hupeh province, both notes (Hupeh) and Mexican dollars were accepted, but beyond there was continual annoyance. I will tell you about that, however, when we get there. At Tsen Tsehou we had to change and get into a construction car; this, of course, will not be necessary when the line is quite finished. I forgot to mention that at every station you may buy an abundance of various kinds of fruit, which compensates to a certain extent for the dearth of liquid refreshments. I noticed pears, pomgranates, grapes, persimmons, and very fine peaches. An hour's ride on the construction train brought us to Chien's sorrow, the famous Yellow River. We had then about a third of a mile to walk to get to the bridge. I was told I might walk over the bridge, and started to do so. My coolies went leaping merrily over with my baggage, but when I found that the men were still at work on the

bridge, which is nearly two miles long, and that they had left gaps of four and five feet over which I was expected to jump, and when I looked at the rushing torrent far beneath, I turned back, preferring to cross by boat. I retraced my steps, or rather jumps, two or three hundred yards, and waded through a mael of soft sand to find one of the light Chinese boats by which the crossing is made. Each has a crew of about a dozen men, and into the midst of these, I my boy, and baggage were bundled. The crossing was a very interesting process, and thoroughly Chinese in character. First they pointed, four on each side, working hard against a very strong tide. After half an hour of this, I looked for the bridge, and was startled to see it looking very small away in the distance. The tide then became stronger than ever, and the punt-poles had to be hauled inboard. The men then took two strong anchors, each with a stout rope attached, and threw one into the water, ahead of the boat. As soon as the anchor gripped bottom, the boat swung, and, by a clever performance with the rudder, they made it swing in the desired direction. At the psychological moment, when the punt-poles were almost conquered by the current, they threw the other anchor ahead, at the same time snatching up the one already down. This is repeated over and over again, and yard by yard (for it is not a quick mode of travel) they fight their way to shoal water. Along this shoal, about a third of a mile long, with barely sufficient water to float us, they allowed the boat to drift, and took rest and refreshment after their arduous exertions. Before the end of the shoal, having spared one eye from their clow to watch it, they began to punt again, and when close enough to the opposite shore men jumped out and took tow ropes. They would have towed us back to the bridge, or to the point nearest the line, but my boy suggested that we could save time by going ashore and hiring coolies to carry our baggage along the sands to the train. This was to save about two hours. We did it, and I had the most very exhilarating exercise of trotting another mile and a half through shifting sand, with the thermometer at freezing point or thereabout. I should here mention that for the crossing we had a "lucky day." It took three hours, whereas it often takes six. We had to take another construction train now. There is no sign of a station on the Peking side of the river, and our car was simply a baggage wagon. All were packed in together, and, possibly being excited with so many thrilling experiences, I remember thinking that I ought to have a label pasted on me, and be wheeled along the Peking platform by a porter. Seriously, we suffered this inconvenient vehicle for two hours only, after which we were transferred to a proper car again. All the way, I may tell you, I met with nothing but politeness from the natives, and I do not think foreigners need fear any sort of molestation at all, even with the journey so broken up as mine was. At present, or then, at my rate, we could have

through from Hankow to the river, but on the north side, we had to re-book each morning. At Siu Shung Sien, where we slept, I experienced one of the great dust storms for which that part of the world is so notorious. I suppose it blows from the miles of dry dunes that line the Yellow River. It was a painful trial for eyes and lungs and temper. The country was now flat and uninteresting, windswept, the land cultivated in quaint old-fashioned ways. I saw a wooden plough drawn by an ox and an ass yoked together, and the inhabitants were poor and apparently apathetic. Many of them did not even turn their heads to look at the train. The next stop was at Shanto-fu, on the old section, which we reached at half-past seven. Next day the fifth of my wardrobe (so to speak) we got to Peking, at a quarter to nineteen o'clock. Now about the currency question, as you asked me. I was told at Hankow that it was necessary to take Mexican dollars, but not wishing to be weighed down with a lot of metal such as that would involve, I made further enquiries, and was told that Peking notes would answer after Hupoh. Alas! They did not, and I was in a quandary very soon. I met a Belgian engineer in the midst of this worry, and got him to explain to the station officials that these Peking notes were good. He seemed to be giving the whole history of banking from the beginning of time, and the officials were much impressed. The impression was not the one desired, however, and my good Samaritan had to resume me in another way. He hunted round and found a man who could give me Mexican for my notes. It was a trouble to me that I could not fraternise with him over a social glass; some day, when China is overrun with railways, replete with Sui's bookstalls and Spies and Pond's buffets, I may pass that way again, and, if my Belgian friend is still in the neighbourhood, I will signify my gratitude in the usual manner. As it was, it might have been very awkward. Mexican dollars are accepted everywhere, and that without discount or species of any kind. The Chinese themselves in these parts did not rise above copper cash. I was surprised to see men walking about with strings of it, haggling over prices, and then counting off the amount in cash. But there was also a tremendous amount of copper cents, ten cash pieces nominally, but of different weights, and value in each province. The scene at Peking station was like pandemonium. Each passenger is attacked and surrounded by a mob of howling coolies. I was glad when the man from the Hotel des Waggon's Lits disentangled me, and took me to that splendidly equipped and nobly served hostelry. It is the best in the Far East.
"What? Better than the—?"
"Well, may be not so big and grand, but it is more comfy. I will call it second-best, if you like."
To a remark about the likelihood of tourists being attracted to the route described, our voyager said he had heard that the Americans were already finding it out, and making use of it. He sees a great future for it.

CANTON-HANKOW RAILWAY.

A VICEROYAL EXPLANATION.

THE SPIRIT OF REBELLION DEMONSTRATED.

Our Canton Correspondent sends a translation of a proclamation by Viceroy Sheng issued in reply to public resentment at the arrest of Lai Kwai-pui.

In the beginning it says that the Yuet-Han commission was referred in order that the line might be completed, and for this three million taels are required. In addition, debentures for a million taels have to be redeemed by the Kwangtung Government, as its share. In this connection, it was absolutely necessary to impose new taxation, and he had distributed this in the best way, opposing no one section of the public. The merchants did not object at first. The proclamation then goes on: "Unexpectedly, on the 9th and 10th inst., the country, Leung Shew-shan, Lai Kwai-pui, Li Shew-yuen, and others led the mob to convene a meeting of the gentry to discuss my plans, and instigated the merchants to repudiate what they had said and made them sign a document expressing their unwillingness to increase the Tai Pan tax so as to obstruct my policy and to avail themselves of this opportunity to ignore my commands. I at first thought that Li Shew-yuen was the only person doing all this, and I would have taken notice of the matter, as I consider that Li Shew-yuen is a low-born and shameless individual and that he was not worth being regarded as. But I find that Lai Kwai-pui and Leung Shew-shan are both both concerned in the matter. They are both prominent members of the gentry, are of noble family, and for generations have received Imperial favours and honours. On the occasion of the redemption of the railway they were both appointed representatives of the Kwangtung province. They both know the difficulty there is to raise funds for the building of the line and should have taken the lead to devise plans and exhort the people to obey my commands and bring the matter to the desired end. Why should they obstruct me? Contrary to my expectations, on the 12th inst., those two members of the gentry and others at a meeting in the Kwong-chai Hospital, where I had deputed Wong Ping-yaw, Tantai, and Heung Maung-wing, both directors of the railway, Wing Tsang-yaw, Koung Shun-chan, assistant directors, the Prefect, the Nam-Hoi and Poon-Yu Magistrates, the superintendent of Likin, instead of exhorting the members of the 72 guilds to endorse my proposals which they seemed at first willing to do, created a great noise and talked in a most boisterous manner, insulting the officials present and demanding that the Government Lai Kwai-pui had the audacity to speak to the people and made use of expressions such as 'Though the people in Pomeina have become Japanese subjects and are subject to stringent regulations it would be better for us to do the same than to be subjects of China.' Such language implies ignorance of the laws of China. The insulting language used by Lai towards the officials is a trifling matter, but the above language is a serious matter, and if such a spirit should spread it would not only obstruct the railway affair but will mislead the public and involve it in serious trouble.

Since my arrival in Kwangtung I have devoted my time day and night in reforming matters of public grievance. I am the first Viceroy who ordered the dismissal of yamen runners and gave instruction to my subordinates to do likewise. This was done to protect the merchants and people in general. I have cashiered, imposed heavy fines and banished all those civil and military officials who have abused and tyrannised the people. This I did without fear of incurring animosity and making enemies. I did it to protect the merchants and people. I have been personally at war for three years in Kwangsi to punish and exterminate the rebels, and the rebellion has been quelled. The Two Kwang were in need of funds to quell the Kwangsi rebellion. I took the responsibility of raising loans in other provinces and have imposed heavy fines on corrupt and depraved officials, and took their ill-gotten gains from their purses. I never increased the likin or sold taxes to raise funds for the above purpose. I did all this for the good of the merchants and people. The revenue derived from the Pak-ping lottery was over one million taels, but I abolished it on account of the mischief it worked amongst the people. This I did to protect my merchants and people. During the three years I have been in Kwangtung I have exerted myself to the utmost to help the people to make a livelihood until I became sick and was confined to bed for months. I am aware that I lack ability. My intentions, however, were good, but I lack the strength to carry them out. I have been unable to carry out all the public works and have consequently asked the Government to let me resign, but the Throne has not given me permission to do so. So long as I remain Viceroy of Kwangtung I shall endeavour to carry out my duties. The railway in question is the Kwangtung Railway; as soon as it is completed the merchants and people will receive all the benefit from it. The officials who shall be appointed and come from other provinces to Kwangtung cannot put the railway into a cart and take it away to their homes. I have made investigation and find that on account of the building of railways in the provinces of Yunnan and Szechuan the salt and field taxes have been increased, yielding several million taels. All this is paid by the merchants and people of those provinces. All of them are contented and did so willingly. Besides the above An-hui, Kiangsi and other provinces, for instance, have raised their own fund for

building railways, and it is equitable for a province to make use of its resources to carry out schemes for the benefit of the province. I know that there are commercial difficulties in Kwangtung and I therefore do not wish to impose an increased tax on any particular branch of commerce. I only desire to raise a fund of over one million taels from several lines which would not be so hard on them. Besides, I will give them in exchange for the increased taxes shares in the railway concern. They will derive profits from the earnings of the railway and the power of controlling its operations will also be in their hands. Although I have appointed directors and assistants they have not drawn any salary from the railway concern. Unexpectedly Leung Shew-shan and others, who do not understand common equity, deliberately obstructed my plans. I never had the slightest thought that they would do so. From inquiries made I have discovered that Lai Kwai-pui is a very mean, vulgar and unpopular man. When he was an official in Fukien he left a very bad name behind. On his return to Canton his conduct has been very perverse towards his native people. This time he has made use of expressions that are seditious and has treated Chinese law with contempt. I have given instructions to search him and keep him under vigilant surveillance. I will discriminate their crimes and faults and will memorialize the Throne to have them cashiered. If Lai and Leung will admit that they are wrong, I will memorialize the Throne to have them reinstated in their titles. I shall cause them to be arrested and will have them punished with the utmost severity. Being afraid that you people might listen to the depraved gentry who would spread false rumours, on account of this I have issued this proclamation written on a board and have had it hung outside my yamen to inform the public. I command you all to take notice and abstain from disobeying this proclamation.

Note by our Correspondent. Unofficial people present emphatically deny that Lai Kwai-pui used any seditious expressions.

CHAMBER OF COMMERCE AGAINST VICEROY.

At a meeting held yesterday (16th inst.) at the Chamber of Commerce, it was decided to put the increased taxation question to the vote. Two lists were laid on the table and the merchants were requested to sign one or the other according to their willingness or unwillingness to accept the increase. The list expressing opposition to the increase was covered with numerous names, and after the lists are chopped with the seals of the 72 guilds this document will be sent together with a petition to all the high officials of the province with the exception of the Viceroy, who is temporarily ignored. Specimens were numerous and most of them were pacific, exhorting the merchants and people to observe order and not to resort to violent measures. It was also decided to send delegates to enquire after Lai Kwai-pui's health, and to convey to him the members' appreciation of his courageous conduct, as he was starving and suffering for the people's cause.

SUPREME COURT.

Thursday, January 18th.

IN ADMIRALTY JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE) WITH CAPTAIN MORRISON AS NAUTICAL ASSessor.

THE YIK ON SO, CO. P. OWNERS OF "KWANG TUNG."

The Lordship heard the arguments of counsel in this action.

Mr. Sharp resumed his address, pointing out that when the "Kwang Tung" was overtaken by the "Tai On" it was a proper manoeuvre for her to go full speed ahead in the circumstances.

His Lordship—Do you say a ship coming up at an angle, as the captain says, is an overtaking ship?

Mr. Sharp—Oh, yes, my Lord.

The Assessor—Yes, anything two points abaft the beam.

Mr. Sharp dealt with the suggestion that the "Kwang Tung" ported her helm just before the collision, and affirmed that if it were the overtaking ship they would have to steer as the windings of the channel required and the overtaking ship would have to give her room to do so. Coming to the defaults against the "Tai On," the first he would mention was that a good lookout was not kept. Passing on to the second default, they said that the "Tai On," being the overtaking ship did not keep out of the way and the blame for the collision rested with her. It was a matter of prudent seamanship. The "Tai On" ought not to have attempted to get past, and she was wrong for persisting in that attempt in the narrow of the channel. Again, the "Tai On" did not slacken speed, stop or reverse as she ought to have done. He submitted generally that she was navigated in a reckless and unseamanlike manner, the particular act of unseamanlike conduct being the attempt to pass the "Kwang Tung" in a narrow channel where there was risk in attempting the manoeuvre. It showed bad seamanship to disregard the custom of the vessels going up the river in berthing order. This bad seamanship was also exhibited in the "Tai On" attempting to pass without signalling her intention to the "Kwang Tung."

Mr. Slade, at the outset of his address, dealt with the points of law raised by Mr. Sharp. He held that there was nothing in the circum-

stances to justify a departure from the regulations, because the captain of the "Kwang Tung" feared that the other ship would not be bound by them. There was nothing to suggest that the "Tai On" was not going to keep to the regulations. Counsel quoted authorities to show that those responsible for the navigation of ships must stick to the rules except under exceptional circumstances, and except under stress of very great danger, but these conditions did not obtain on this occasion, and he submitted that the increase of speed on the part of the "Kwang Tung" was not justified. Then Mr. Sharp had argued that the "Kwang Tung" was excused by the rule of the "agony of the moment," but he did not consider that that theory applied in the case of the captain of the "Kwang Tung," and in his opinion, it was the increase of speed which caused the collision. With regard to the facts, his Lordship would have to decide between two cases that were diametrically opposed, and counsel suggested certain facts which ought to operate against his Lordship placing reliance on the evidence for the defence. He went on to quote authorities to show that it was the duty of the "Kwang Tung" to keep her course and speed, being the overtaken ship. It was her duty to maintain her speed when another was passing. If she increased her speed she not merely broke the article which prohibited that but became an overtaking ship and took on herself the added obligations of keeping out of the way.

At the close, his Lordship intimated that he reserved judgment.

IN CRIMINAL SESSIONS.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

A COOL REQUEST.

Ho Fuk pleaded guilty to a charge of robbery with violence in the harbour along with other two men.

Prisoner said if his Lordship would let him go he would look for the other two men.

His Lordship—Will he come back himself, I wonder?

Detective Inspector Hanson informed the Court that the prisoner pointed out two men who were not the right men.

Prisoner was sentenced to five years' hard labour and 24 strokes with the birch as soon as convenient.

ARMED ROBBERY.

Lam Ting Yau and Lam Yau were indicted on two counts charged with armed robbery and receiving stolen goods on December 1st, 1905.

The Attorney General (Sir H. Berkeley) conducted the case for the prosecution, prisoners being undefended.

The following jury were empanelled: Messrs. Robert Mitchell (foreman), P. H. C. Potts, Philip R. Wolf, Theodore Braun, L. M. H. Bissière, F. C. Zimmerman, and John Buchan.

The Attorney General stated the facts. The complainants fish dealers of Ping Hoi, left there on December 1st with a cargo of fish for Hongkong. They had eight people in the junk, three of whom were passengers. All went well until 9 o'clock that night when at a place called Tai Loong Hoi they were attacked by men in a junk. This junk drew alongside theirs and four armed men with revolvers and other firearms, came on board and drove them into the hold where they were confined. After about 24 hours' imprisonment, during which time they heard the noise of guns being removed, they came on deck when the noise had ceased, and found that the men had gone, taking with them the cargo of fish and other things. Their junk having been under sail all the time they found themselves in Mirs Bay when they came on deck. Meanwhile the robbers had arrived in Hongkong and disposed of their fish to fishmongers, but the manner in which they did so roused the suspicions of the fishmongers who communicated with the police. The fish, cured and partly smoked, was all seized up. When the complainants arrived in Hongkong and informed the police of the occurrence they were shown the fish and a number of articles taken from the junk, which they identified.

Witnesses were called in support of the prosecution, on which it was stated that the value of the fish stolen was 100 taels.

When the defendants were asked what they had to say, the first one remarked—'I hope, my Interpreter, you will interpret well and tell his Lordship all I am going to say.'

An extraordinary story was told by the first defendant. When out in his boat intending to purchase salt, on December 1st, there was no wind and he drifted about. A junk came alongside and the men on board asked him—'Where are you going? Have you any money?' He replied that he had no money, but they would not believe him and kicked him, afterwards tying a rope round his neck. Then he cried out that he had 24, which he gave them. They left and then being no wind he dropped his anchor. Soon two boats came alongside and the robbers insisted, against his wishes, on putting the fish in his boat.

The second defendant agreed with this story. His Lordship summed up, and the jury returned a verdict unanimously against the first defendant on the first count, and the second defendant on the second.

The first defendant declared it was a false accusation. The police sergeant prompted the witnesses to identify him. He begged them, gave the witnesses 10 cents each, and told them what to do.

The second prisoner said none of the witnesses were able to identify him.

The first defendant was sentenced to five years' hard labour and 24 strokes with the birch, and the second to three years' hard labour.

AN ABSENT JURYMAN.

George H. May, who had failed to answer to his name when called as a jurymen, was called before his Lordship and asked what he had to say. He made some excuse which was inaudible and his Lordship said he would not take any further action, but May should apologise to the unfortunate man who had to take his place on the jury.

ADJOURNED.

The case in which Choi Cheung Li is charged with intending to defraud his creditors was adjourned.

This concluded the Sessions.

BELLIOS PUBLIC SCHOOL.

CHINESE AND WESTERN KNOWLEDGE.

His Excellency the Governor presided at the annual prize distribution of this school held yesterday. There were also present Messrs. E. A. Irvine, Inspector of Schools, W. D. Braithwaite, G. H. Piercy and many of the pupils, parents and friends.

On the Governor's arrival a programme, which included recitations and physical exercises, was proceeded with, and on his conclusion Mr. Irvine read Mrs. Bateman's annual report, from which the following extracts are taken:—

As this will be my last report, a short resume of the work of the 15 years during which the school has been in existence may not be out of place. The school was originally started by Dr. Eitel, R.M.I., whose object was the education of Chinese and Eurasian children. It was first located in a private house in Hollywood Road. Miss Mann, a certificated teacher from England, took charge in March, 1890, and began her work with 20 girls. She left in August of the same year and was succeeded by Miss Ward, also a certificated teacher from England. On her resignation Dr. Eitel asked me to undertake the duties of Head Mistress. Hence my appointment, which dates from September, 1891, when the number on the roll was 70. In 1892 it had increased to 95; then it became necessary to seek greater accommodation. It was then that the Hon. E. R. Bellios (whose death we have so lately mourned) came forward with his generous offer to provide a building if the Government would give the ground. This offer was accepted by the Government, who gave the ground upon which the Central School for Boys previously stood. This building, perhaps the most spacious and airy school in the Colony, was given fully furnished with desks, black boards, easels and every requisite necessary to the carrying on of school routine. It was opened in December, 1893, by His Excellency the Governor, Sir William Robinson. The change was a most welcome one to teachers and children, but in the spring of the following year our bright prospects were darkened by that first and terrible visitation of plague in the Colony.

During the months of June and July our school was literally "devastated" of children. The teachers came daily to find only empty desks, the average attendance for the month of June being five out of a roll of 95. This continued until the school closed on July 21st for the mid-summer holidays. We, however, started again in September with 60 children, and from then the number steadily increased till in 1898 it reached its maximum of 185. The school was then at its zenith, and was the school for English girls in the Colony. In September, 1901, the fees were raised from 50 cents to \$1.50. This was afterwards modified in cases where more than one child from a family attended the school. Other schools were opened in the Colony, such as the Diocesan Girls' School, where girls could be boarders, a thing often desired by Eurasians. Then the Kowloon British School was opened, and all British children were expected to attend it. Still later a school for Indian boys was started, and all Indian boys attending our school were drafted to it, as were Chinese boys to the District Schools; this seriously lessened our numbers. In 1901 the number of pupils increased, the average attendance in February being 116. In 1902 the average was 113, and in 1903, 928. If all pupils who had read during the year attended regularly, the average attendance would be very good. As I have previously stated, the school was started with the idea of giving an English education to Chinese and Eurasian girls; but as time went on more English girls entered, taking advantage of the education given, which is the same as that given in a high school at home where girls are prepared for the Oxford Local Examinations. In 1898 two girls at their own request were prepared for their examination; both passed, and one, Ethel Long, gained distinction in English history. During the list of candidates. At the present time she and several other girls who have received their education in this school are occupying important positions in influential firms of the Colony. In December, 1903, I was asked to send specimens of the work done in the school to the St. Louis Exposition. Specimens of maps and Chinese embroidery were sent.

Early last year I received information from the secretary in Shanghai that a certificate and medal had been awarded for embroidery; but a letter had arrived just. An examination for the Bellios Trust Fund was held in April; five of our girls out-learned and four—Ella Hyndman, Esther Noma, Annie Leslie and Martha Peterson—gained prizes. This year the girls in the upper classes have been greatly interested in the study of hygiene, which has been promoted by His Excellency the Governor, and to which he gave great stimulation by the awarding of valuable prizes. During the past year 29 pupils received certificates for regular attendance, 11 of whom were not once absent, while the remainder were absent within the full number of days.

The following is a list of prize donors:—The Hon. Sir Paul Chater, Hon. Mr. R. Shaw, Hon. Mr. G. W. Dickson, Hon. Mr. Gershom Stewart, Dr. Ho Kai, Messrs. J. R. M. Smith, E. W. Mitchell, W. Wilson, Hughes and Hough, W. J. Humphreys, H. Humphreys, Ho Tung, Ho Pook, Fung Wa Chuen, A. Forbes, V. Deacon, J. Wheeler, D. Clark, Kelly & Walsh, Lock Hing, G. M. Bain, Tak Cheong, A. S. Mihara, Chan Pat, Goddard, Shellin and Dr. Kew.

The prizes were then distributed by Sir Matthew, after which one of the senior Chinese pupils addressed him in Chinese, the translation of her speech reading:—

Your Excellency, as this day is the finish of our year's school work, we sincerely thank you for your presence, and also heartily thank you for presenting these prizes, which, more than the prizes will be a great incentive to our studies during the ensuing year. I deem it a great honour that I should be selected from so many to express to your Excellency the thanks which every pupil in the Chinese girls' department feels. We also wish to express our gratitude to the English Government that we, who are not English, are given the privilege of an education. While our own nation has neglected its weaker sex in this respect, the English Government is changing our position as the mother changes the shape of the iron, and is teaching us brighter and better ways of the rest of the world. To us it is the dawning of a great future. And, to be honoured by one so great flatters us in the extreme, and also teaches us that here "merit is rewarded," and invigorates us to harder labours. Once more, on behalf of the pupils of the Chinese Girls' department, allow me to express our heartfelt thanks.

His Excellency said:—Ladies and Gentlemen—I confess that I was myself among those who did not understand the words of that address, but I had previously seen a translation of it; the words were nicely selected and prettily spoken. This is the only school among those at which I have presented, or have to present prizes this year, in which there has been a falling off in the average attendance for the year 1905, but after hearing Mrs. Bateman's explanation of the reasons for the decrease, I don't think it is entirely to be regretted. Now educational institutions have arisen which supply the special needs of certain classes of girls both in religious and in some subjects of secular education in a way that it is not possible for the Bellios School to do, and that school has reverted to the intention of its original founder—the education of Chinese girls. I see no reason why it should not be devoted to that purpose and have great future before it. Mrs. Bateman in her report quoted a somewhat caustic remark made by Dr. Eitel in the earlier days of the school, in which he referred to it as a matrimonial agency. Well, I should like to see it become such an agency, not for the teachers, but for the girls, in the sense of giving them a training which will make them good wives in the future. Chinese girls now should be given some instruction in Western knowledge, as the Chinese young men of to-day are rapidly acquiring Western ideas and looking for that knowledge. The report of the Inspector of Schools, which was not read this morning, but which I have seen, is a favourable one, especially with regard to the senior English, Anglo-Chinese and vernacular school. There are various small points which I criticise; one I remember was that in the needlework class of the upper school the girls did not use 'dumplings.' Personally, I think if I did needlework I would find a 'dumpling' very embarrassing (laughter), but the Inspector says you are to use them, so you are to use them. Mr. Irvine complains that the girls do not speak sufficiently loud, but I am not sure that I am entirely with him there; as long as they speak quite distinctly it is hardly necessary that they should speak loudly. There is one remark of his with regard to the lower school to which I hope particular attention will be paid—that is, that more practice should be given in English composition. It is with great satisfaction I have heard that the teaching of hygiene in the school, both in the English, Anglo-Chinese and vernacular branches, has met with so much success. I thank Mrs. Bateman and the Head Master for the attention given to a subject in which they know I am so much interested. I have also on this occasion to thank, on behalf of the Government of Hongkong, Mrs. Bateman for her valuable services, extending over nearly fifteen years, rendered to the Colony as Head Mistress of Bellios School (applause). I wish her and I am sure I am expressing the wish of her friends and pupils, many happy years of retirement at home. I hope she will continue to take an interest in Hongkong, and that we shall be able to let her hear from time to time that her wish for the future prosperity of the school is being realised (applause). The only thing remaining for me to do is to present to the girl most proficient in English studies—Annie Hyndman—a special prize (applause).

Three hearty cheers were accorded His Excellency, after which the singing of the National Anthem terminated the proceedings.

LONG HING & CO.

IMPORTERS OF HIGH CLASS CAMERAS NO. 17, QUEEN'S ROAD.

N. & G. SPECIAL B. 1 PLATE CAMERA, Fitted with ZEISS "PROTAR" Lens, Yellow Screen, and Leather Case	\$500.00
N. & G. "SYDIA" POCKET CAMERA, 1 PLATE, Fitted with ROSS Homocentric Lens and Leather Case	135.00
ROSS FOCAL PLANE CAMERA, 1 PLATE, with 3 Dark Slides and Leather Case	140.00
No. 3A. FOLDING POCKET KODAK, with B. & L. PLASTIGMAT Lens	150.00
" " SCREEN FOCUS " " GOERZ Lens	140.00
" " CARTRIDGE " " " "	135.00
" " FOLDING POCKET " " " "	120.00

RACES! RACES!! RACES!!!

"THE BURLINGTON."

UNDER NEW MANAGEMENT.

SPECIAL SHOW DAY, JANUARY 29th, 1906.

WE beg to inform our numerous CUSTOMERS that on the above date we shall show a large assortment of SMART HATS and TOQUES with other novelties for the RACE SEASON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

Hongkong, 11th January, 1906.

SPECIAL OPPORTUNITY.

AT

THE ROBINSON

PIANO CO. LD.

Our Gets a Poor Return from a Piano if it is

a mere Article of Furniture. Attach the Apollo Pianos and all Music in your command—Concert, a Dance or Programme—in a moment, \$290.00 upwards.

Hire or Hire Purchase System.

RACHALS' PIANOS

\$550, FORMERLY \$670.

JUST UNPACKED

IN NEW STORE.

BECHSTEIN,

STEINWAY,

KRAUSS,

HAAKE,

RACHALS,

WERNER.

A STOCK UNEQUALLED

IN THE COLONY.

HIRE OR CREDIT.

Hongkong, 4th December, 1905.

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CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER-

TAKEN. Charges moderate.

F. A. V. RIBEIRO

(late of the Hongkong Typewriting Bureau)

37, Queen's Road Central (Second Floor).

Hongkong, 25th October, 1905.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-

BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Dock and Bolders.

Call Flag W.

J. W. KEW,

Manager,

Hotel Mansions, 3rd Floor.

Hongkong, 8th August, 1905.

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-

FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE

AND KYNOK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE

AND NEWCASTLE CHILLED SHOT in

all Sizes, Nos. 10 to 888G. ALL GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902.

RUINART PERE & FILS, REIMS,

Established 1719,

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal).

LAUREN WEGENER & CO.,

Sole Agents.

Hongkong, 17th May, 1905.

A. LING & CO.

FURNITURE STORE.

PLATED GLASS AND CROCKERY

WARE, &c., &c., and POOCHOW

LAQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903.

Dr. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the

General Post Office and opposite to the Side

entrance to the Hongkong Hotel).

Hongkong, July 5th, 1905.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"NINGCHOW"	On 19th January.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 30th January.	
GLASGOW and LIVERPOOL	"PELEUS"	On 6th February.	
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th February.	
GLASGOW and LIVERPOOL	"LAERTES"	On 20th February.	
GLASGOW and LIVERPOOL	"YANGTZE"	On 27th February.	
GLASGOW and LIVERPOOL	"HOMER"	On 6th March.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 13th March.	
GLASGOW and LIVERPOOL	"TEUKAL"	On 20th March.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
GENOA, MARSEILLES and LIVERPOOL	"PARKING"	On 20th January.	
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.	
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 13th February.	
GENOA, MARSEILLES and LIVERPOOL	"ANTENOR"	On 20th February.	
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, A. PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"NINGCHOW"	On 22nd January.	
	"YANGTZE"	On 29th January.	
	"PINGSUBU"	On 26th January.	
	"OANFA"	On 26th February.	

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th January, 1906.

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO	DATE
SHANGHAI	"SHAOHSING"	On 19th January.	
YOKOHAMA	"RAIJI"	On 19th January.	
KOBE	"SZECHUAN"	On 20th January.	
CEBU and ILOILO	"SUNGKIANG"	On 22nd January.	
"TAIYUAN"	"TAIYUAN"	On 23rd January.	
"KAIKONG"	"KAIKONG"	On 30th January.	
MANILA, ZAMBOANGA, PORT DAVEN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 1st February.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th January, 1906.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE
MOJI and KOBE	"PERKIN"	About 22nd January	Freight only.
LONDON and VIA USUAL PORTS	"OCEANA"	Noon, 27th January	See Special Advertisement.
SHANGHAI	"DELHI"	About 27th January	Freight and Passage.
YOKOHAMA VIA SHANGHAI, Ceylon and MOJI and KOBE	"C. F. Lockstone, R.N.R."	About 31st January	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, MALACCA and COLOMBO, PORT SAID and MARSEILLES	"C. J. Benton, R.N.R."	About 31st January	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th January, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,000	E. V. Roberts	On 27th January.
HYADES	3,753	J. Alven	On 10th February.
TREMONT	9,000	T. W. Garlick	On 20th February.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 12th January, 1906.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW-YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LOOZAN.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906
ROON	... WEDNESDAY ... 31st January
PREUSSEN	... WEDNESDAY ... 14th February
ZIETEN	... WEDNESDAY ... 25th February
PRINZESS ALICE	... WEDNESDAY ... 14th March
DAYERN	... WEDNESDAY ... 25th March
PRINZ REGENT LUITPOLD	... WEDNESDAY ... 11th April
PRINZ EITEL FRIEDRICH	... WEDNESDAY ... 25th April
SACHSEN	... WEDNESDAY ... 9th May
PRINZ HEINRICH	... WEDNESDAY ... 23rd May
ROON	... WEDNESDAY ... 6th June
PREUSSEN	... WEDNESDAY ... 20th June
ZIETEN	... WEDNESDAY ... 4th July
OLDENBURG	... WEDNESDAY ... 18th July
DAYERN	... WEDNESDAY ... 1st August
PRINZ REGENT LUITPOLD	... WEDNESDAY ... 15th August
PRINZ EITEL FRIEDRICH	... WEDNESDAY ... 29th August

ON WEDNESDAY, the 31st day of JANUARY, 1906, at Noon, the Steamship "ROON," Captain Melchers, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on Monday, the 29th January. Cargo and Specie will be received at the Agency's Office until Noon, on Tuesday, the 30th January, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 30th January. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 18th January, 1906.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
ARCADIA	7000 Tons, Saturday, Feb. 10	BRITANNIA	7000 Tons, Saturday, Mar. 10	Mar. 13
DELHI	8000 Tons, Feb. 24	MOLDAVIA	10,000 Tons, Mar. 24	Mar. 27
DONGOLA	8000 Tons, Mar. 10	MONGOLIA	10,000 Tons, Apr. 7	Apr. 10
DELTA	8000 Tons, Mar. 24	MOULTAN	10,000 Tons, Apr. 21	Apr. 24
OCEANA	7000 Tons, April 7	MAHMORA	10,000 Tons, May 3	May 6
ARCADIA	7000 Tons, April 21	VICTORIA	7000 Tons, May 20	May 23
DEVANHA	8000 Tons, May 5	HIMALAYA	7000 Tons, June 3	June 6
DELHI	8000 Tons, May 19	INDIA	8000 Tons, June 17	June 20

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
JAPAN	about Feb. 14	about Feb. 23	about Mar. 31
SUMATRA	about Feb. 28	about Mar. 7	about Apr. 14
YUBA	about Mar. 14	about Mar. 23	about Apr. 30
JAVA	about Mar. 28	about Apr. 6	about May 13
FORMOSA	about Apr. 11	about Apr. 20	about May 26

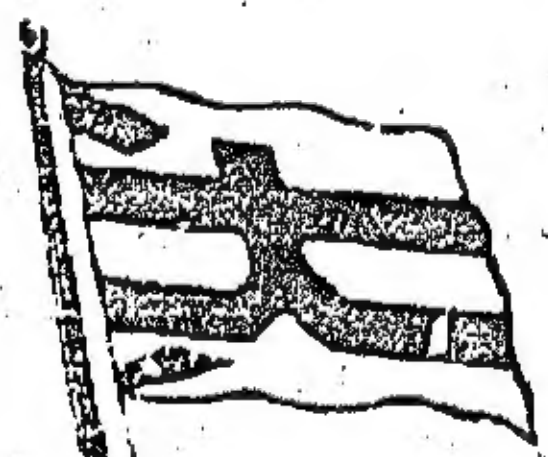
These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

"SGMATRA" and "YUBA" call at MARSEILLES.

"JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to E. A. HEWETT, Superintendent.

Hongkong, 6th January, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMSWI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 21st Jan.	at 10 A.M.
TAMSWI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 29th Jan.	at 10 A.M.
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"ANPING MARU"	THURSDAY, 23rd Jan.	at 10 A.M.
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"TRIUMPH"	THURSDAY, 1st Feb.	at 10 A.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 18th January, 1906.

T. ARIMA, Manager.

FOR SINGAPORE, PENANG, COLOMBO, PORT SAID AND NAPLES, (If Sufficient Inducement Offers.)

THE Steamship "RIENANIA," Captain Forck, will be despatched for the above ports on or about the 10th February.

The steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardesses.

HAMBURG-AMERICA LINE, Hongkong Office, Hongkong, 12th January, 1906.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	Second half of January	JAPAN via SHANGHAI	First half of February
TJIPANAS	JAPAN	Second half of January	JAVA PORTS	First half of February
TJIMAH	JAVA	Second half of February	JAPAN via SHANGHAI	Second half of February
TJILWONG	JAPAN	Second half of February	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

Rock Buildings, 1st Floor, Hongkong, 17th January, 1906.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE

VIA NEW GUINEA.

STEAM FOR

SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBARTHSHOF, MATUP, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 6th February, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 10th January, 1906.

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NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the China Steam Navigation Co.'s fortnightly service to CAPE TOWN. Sailings from CAPE TOWN for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan

Hongkong, 6th August, 1898.

8

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Hongkong.

Andromeda, cruiser, 12,500 tons, 16 guns, 1,500 h.p., Capt. Nelson Ommann, Hongkong.

Arun, torpedo boat destroyer, 550 tons, 6 guns, 7,000 h.p., Lieut. Comdr. R. Henniker Heaton, Hongkong.

Astraea, 2nd class cruiser, 4,300 tons, 10 guns, 7,000 h.p., Captain Lionel G. Tufnell, Shanghai.

Honourable, 2nd class cruiser, 4,300 tons, 10 guns, 7,000 h.p., Capt. H. H. Torlesse, Shanghai.

Cadmus, British ship, 1,070 tons, Capt. J. H. de Cans, Luang, Yangtze.

Clio, British ship, 1,070 tons, Captain H. D. Wilkin, D.S.O., Yangtze.

Des, torpedo boat destroyer, 500 tons, Lieut. Comdr. H. F. Sullivan, R.N., Hongkong.

Diadem, 1st class cruiser, 11,000 tons, 16 guns, 10,800 h.p., Capt. H. W. Savory, Manila.

Erna, torpedo boat destroyer, 550 tons, Lieut. Comdr. R. B. Bather, Hongkong.

Ettrick, torpedo boat destroyer, 550 tons, Lieut. Comdr. C. L. Lewis, Hongkong.

Ere, torpedo boat destroyer, 550 tons, Comdr. A. F. Everett, Hongkong.

Fame, torpedo-boat destroyer, 380 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Stevenson, Hongkong.

Flora, 2nd class cruiser, 4,300 tons, 10 guns, 7,000 h.p., Capt. Grant Dalton, Singapore.

Handy, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Cox, Hongkong.

Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Richards, Hongkong.

Hecla, special torpedo vessel, 600 tons, 240 h.p., Capt. E. F. R. Charlton, Hongkong.

Hogue, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Captain E. T. Sherrin, Manila.

Ischen, torpedo boat destroyer, 550 tons, Lieut. Comdr. C. Seymour, Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,300 h.p., Lt. Comdr. Darwell, Hongkong.

Kinsla, river gunboat, 331 tons, Lieut. Comdr. E. V. F. R. Dugmore, Yangtze.

Moorehen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. F. E. Noble, West River.

Outer, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lt. Comdr. Kidd, Hongkong.

Rambler, surveying-ship, 533 tons, Comdr. Chas. E. Monro, Borneo.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Vaughan, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. T. Alday, West River.

Spide, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, Yangtze.

Subot, 1st class cruiser, 12,000 tons, 14 guns, 21,000 h.p., Captain Wm. L. Grant, Manila.

Tamar, receiving ship, 4,600 tons, 6 guns, Commodore H. P. Williams, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Secretan, on Yangtze.

Vango, torpedo-boat destroyer, 380 tons, 6 guns, 5,300 h.p., Lieut. Comdr. J. A. Richards, Hongkong.

Waterwitch, surveying-ship, 620 tons, 490 h.p., Comdr. A. W. Glenzie, Hongkong.

Whiting, torpedo-boat destroyer, 380 tons, 6 guns, 5,300 h.p., Lieut. Comdr. C. E. L. Thomas, Hongkong.

Widgeon, gunboat, 185 tons, 2 guns, 800 h.p., Lt. Comdr. G. B. Spicer-Simson, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Hugh Somerville, Yangtze.

Woodland, gunboat, 150 tons, 2 guns, 550 h

